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W. B. E. W. T.

JUST RECEIVED.

Capt. Hayes' **New York** "Amer. Men and Women," Fieldwall's **Photographic Annual** 1884-5. **Woman's New Natural History**, Vol. II. **English Studies**, Life in Paris. **Empire of London Police Court.** **Memoirs of Land Surveyor.** **Handbook of Steam Navigation**, by **Hawker and Pease.** **Armenian Reminiscences**, of Mr. Indian Police Official. Sir Jno. Strachey—**India.** **New Stock of Fine Engravings.** **Twenty Cycles of Landscape, Flowers, Sea Scenes, Marine Pictures, &c.** **Works on Oil and Water Color Painting.** A large Variety of Amateur Photographic Goods. Every Photographer should try M. Ross's Fix for Candles and Pyro Soda Cartridge Developer. **Marine Dry Plates**, all Sizes. **Photographic Materials**. **New Stock** Pinch Frames, for Promenade, Boarder, and Panel Pictures.

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Hongkong Daily Press.

ESTABLISHED 1857.

No. 11418. 號八百四千萬一第

二十九年十二月

HONGKONG TUESDAY, SEPTEMBER 11, 1884.

二月

九月

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NOTICE.

INTIMATIONS.

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Hongkong, 15th August, 1884.

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Notice **of** **Death** **of** **Mr.** **John** **Attaway**.

Under **the** **Order** **of** **His** **Majesty**,

John **Attaway**, **Esq.**, **of** **Hongkong**,

Deceased **on** **the** **15th** **August**, **1884**,

aged **75** **years**.

He **was** **a** **native** **of** **the** **United** **States**,

and **had** **been** **residing** **in** **Hongkong** **for** **over** **20** **years**.

He **left** **the** **United** **States** **in** **1854**,

and **arrived** **in** **Hongkong** **in** **1856**.

He **was** **a** **native** **of** **the** **United** **States**,

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INTIMATION.

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Hongkong, 11th September, 1894.

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BIRTHS.

Mr. Dennerle, the Post, the wife of Mr. R. Becker, of a son, 1673, on 30th August, at Kobe, Japan, the wife of Capt. C. E. Dennerle, of a son.

At the General Hospital Shouchou, on the 3rd of September, 1894, JOHN WILHELM SCHNEIDER, aged 80 years.

The Daily Press.

HONGKONG, SEPTEMBER 11th, 1894.

The promulgation of the new treaty between Great Britain and Japan has been received with less expression of dissatisfaction amongst Englishmen in the latter country than might have been expected. Heated articles appear in several of our Yokohama, Kobe, and Nagasaki contemporaries, but the *Japan Gazette*, which may be taken as the leader in this line admits that "Yokohama is impulsive to the extreme of the incomprehensible." This, the *Gazette* suggests, "may be due to resignation to the inevitable or to that inability to act which follows the receipt of a heavy blow." As a matter of fact it would seem that the British residents in Japan have become somewhat reconciled to the changes which the conclusion of the treaty implies. Four years ago, when it was reported that treaty revision, including the surrender of extraterritoriality, was on the point of consummation, a public meeting was held at Yokohama to protest against it, and a committee was appointed to carry into effect the resolutions passed by the meeting. Whether it was due to the representations made by that committee or not, treaty revision was postponed for the time being. Early this year it became known that negotiations for the revision of the treaty were again in progress, but no step was taken on the occasion either by the foreign residents in general or the British residents in particular to enter a formal protest. Why this inaction? It may be that the man to take the initiative was wanting, but it is at least a fair inference to draw that the opposition to the policy to which effect is given by the treaty is not so strong now as it was, four years ago.

It is natural that residents in Japan should experience some trepidation at the prospect of being placed under Japanese jurisdiction. Englishmen, however, have a knack of turning even unwelcome events to their own advantage, and it will probably be found, when the treaty comes to effect, that they will suffer little from the alleged defective working of the Japanese judicial system and that they will substantially profit by the greater liberty afforded. The *Japan Gazette* says it knows of one English firm prepared to lay down spinning machinery at Osaka to the value of £500,000 directly property to be secured, and it suggests as a probability that company promoters have a keen eye on mines, railways, and other industries. It is true our contemporaries suggest that the speculators, if they are such as to invest money in Japanese enterprises, will be wofully disillusioned and that the Iorashes spoiling the Egyptians will be more circumspect in the plundering that will ensue.

"Japan," it says, "will have the machinery, the speculator the experience." This is to be accomplished by the use of the system of boycott. The assumption that there will be a general boycott against foreign enterprises is, however, rather too extravagant to be entertained. Where large enterprises are undertaken involving the employment of foreign capital Japanese co-operation will naturally be availed of, and the promoters may be trusted to take such precautions as may be necessary for the safety of their investment. At the worst investments could hardly be more unsafe in Japan than they are in the South American Republics, with their frequent revolutions and repudiations, and the English capital finds its way in that direction in considerable volume.

This treaty does not come into force for five years, and will probably not come into force even thru unwise treaties with other Powers as are also revision similar lines in the meantime. Hence the *Japan Gazette* thinks it sees a ray of hope. Much, our contemporary says, must depend upon the action of France, Germany, and Russia, and "French jealousy of England will in all probability lead to a refusal to follow the mercenary instincts of the nation of shopkeepers." As a matter of fact there is good reason to believe that all the Powers named are favourable to treaty revision. A new treaty with Germany was actually negotiated some years ago, and the only reason it was not brought into force was that neither Powers could fulfill it to line at that time. But it would not be surprising to learn, indeed it is now almost to be taken for granted, that the treaty now concluded with Great Britain was not arranged until the other Powers had been consulted and had signified their willingness to revise their existing treaties in a similar sense. If any of them should refuse, which is unlikely, Japan would simply give notice of the termination of the present treaties, which are all made for specified terms and may be brought to an end on either party giving the notice agreed upon. That the United States will assent to the surrender of extraterritoriality may be taken for granted, and when Great Britain, Germany, and the United States, have given up the point neither France nor any other nation would think it worth while to resort to force in order to continue it in favour of her own nationals. There can be little doubt, therefore, that foreigners in Japan will come under Japanese jurisdiction within a period not much exceeding the five years provided as the minimum in the new treaty provided by Great Britain.

It is argued by the opponents of the new treaty that this law as to divorce in Japan is not satisfactory, that the freedom of the Press is not assured, and that the sanctity of contracts is not recognized by the Japanese Courts, especially when a foreigner is the suitor. As to the first point, no doubt Japan will be a very good place for any man to go who wishes to rid himself of a disagreeable wife, but we do not suppose it will be very largely availed of for that purpose. Some of the States of the American Union are almost equally convenient so far as the law goes, and more convenient as regards accessibility from Europe, but though we occasionally hear of an Englishman making use of the Courts of those States in connection with his matrimonial trouble, it does not appear that there is any great rush for that purpose. As to the freedom of the Press, it would certainly be regrettable if Japan interfered with the foreign newspapers in the country, but the right is held by all other countries of enacting such Press laws as may be deemed necessary, and it must equally be conceded to Japan when the principle of extraterritoriality is given up.

As to the third point, that the sanctity of contracts is not fully recognized by the Japanese Courts, the remarkable commercial progress made by Japan during the last twenty years and the large undertakings that have been established by private enterprise, such as railways, cotton mills, and steamship companies, would have been impossible had not due recognition been given to contracts and a ready means afforded for enforcing them. It is alleged, however, that when foreign interests are involved the judges will be prejudiced in favour of their own countrymen and that the foreigner will not get justice. But under the present treaty there may be in the objection, therefore, applies only to cases in which foreigners are the defendants, and we may assume that their grievances as defendants will not exceed those to which they have been subject as plaintiffs. An case of substantial injury would of course be the subject of diplomatic representation. If it should be found that Englishmen were as a rule denied justice in Japanese Courts, then it would go rather hard with Japan, but we think nothing of the kind need be anticipated, for the Japanese Courts are as yet untried.

The *Japan Gazette* quotes as its most recent example of the form of diplomatic抗议 used in this connection, and Japan will be subjected to similar pressure under analogous circumstances. If it should be found that Englishmen were as a rule denied justice in Japanese Courts, then it would go rather hard with Japan, but we think nothing of the kind need be anticipated, for the Japanese Courts are as yet untried.

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STEAMSHIP "MELBOURNE".
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE:

CONSIGNEES of Carga from London, or
B.S. Agents, will receive Vessels at 8 A.M.
Gardens in connection with above Steamer
are hereby informed that their Goods, with the
exception of Opium, Treasure, and Valuables,
are being landed and stored at their risks in
the Godowns of the Hongkong and Kowloon
Wharf and Godown Company Limited, at Kow-
lun Wharf, where delivery may be obtained
immediately after landing.

Bills of Lading will be countersigned by the
Undersigned.

Goods remaining unclaimed after Tues-
day, the 11th inst., at noon will be subject to
a daily landing charge.

All Goods must be sent in to us on or before
Tuesday, the 11th inst., or they will not be
received.

All Damaged Packages will be examined on
Tuesday, the 11th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th September, 1894.

2

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"EVANIA."

From BOMBAY, COLOMBO, AND
SRI LANKA.

Congress of Carga, the above named Vessel
are hereby informed that their Goods are
being landed and stored at their risks in
the Godowns of the Kowloon Wharf and Godown
Company Limited, at Kowloon, where delivery
will be sent out mark by mark and
delivery can be obtained as soon as the goods
are landed.

This vessel brings on cargo.—

From London, &c., ex. s.s. "Cardigan" and
agents.

From Portau Gall, ex. s.s. "Molete," Aspin, and
Mecca.

Optional goods will be landed here unless
instructions are given to the contrary before
1 P.M. on the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M.
will be liable to rent.

No Fire Insurance will be effected in
any case whatever.

All Damaged Packages must be left in the
Godowns and notice of same given to the Un-
dersigned, when a representative of this Com-
pany will attend to examine them at 10 A.M. on
the 14th inst. and at 4 P.M. on the 17th instant,
after which no claims will be allowed.

H. H. JOSEPH,

Supintendent.

Hongkong, 5th September, 1894.

1

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE Steamer

"GERDA."

Captain F. Ehlers, having arrived from the
above ports, Consignees of cargo are hereby
requested to send in their Bills of Lading for
consignments to the Undersigned and to
make immediate delivery of their goods from
alongside.

Optional cargo will be forwarded unless notice
to the contrary be given before 4 P.M. to-day.

Any cargo impeding his discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company Limited
and stored at Consignees risk and expense.

Other cargo will be admitted after the goods
have left the Godowns and the cost of removing
undischarged after the 15th instant will be liable
to rent.

All broken, chafed, and damaged goods
are to be left in the godowns, where they will be
examined on the 15th inst. at 3 P.M.

No Fire Insurance has been effected.

SLEIJNSSEN & Co.,
Agents.

Hongkong, 5th September, 1894.

1

VESSEL ON THE BERTH

POB YOKOHAMA AND KOBE.

THE Steamer

"GERDA."

Captain F. Ehlers will be despatched for the
above ports to-day, the 11th inst., at 4 P.M.

This Steamer has superior accommodation for
First and Second Class Passengers and carries
a Doctor and a Steward.

For Freight or Passage, apply to

SID JESSIN & Co.,
Agents.

Hongkong, 10th September, 1894.

1

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.VIA INLAND SEA OF JAPAN AND
HONOLULU.OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES.MEXICO, CENTRAL AND SOUTH
AMERICA AND EUROPE, VIA THE
OVERLAND RAILWAYS, AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via
Nagasaki, Kobe, Island Sea, and
Honolulu). WEDNESDAY, Sept. 13, at 1 P.M.

CHINA, via Nagasaki. TUESDAY, October 1, at 1 P.M.

TOKYO (via Nagasaki). SATURDAY, Oct. 26, at 1 P.M.

THE U.S. Mail Steamer "CITY OF
PEKING" will be despatched for SAN
FRANCISCO, via NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA, and HONO-
LULU, on WEDNESDAY, the 16th Septem-
ber at 1 P.M. taking Passengers and Freight
for Japan, the United States, and Europe.

Passengers of this line have the
option of taking the Overland Railways
from San Francisco to Canada, and
from Canada to the Pacific Coast.

Passenger tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained on application.

Passengers sailing for the United
States, can have the option of Overland Rail-
ways, San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER & RIO GRANDE
AND NORTHERN PACIFIC RAILWAYS; also the
CANADA PACIFIC RAILWAY, on payment of
\$10.00 Gold in addition to the regular tariff rate.

Passenger holding orders for "OCEAN
AND OCEAN" in the United States have
between San Francisco and New York,
the 11th September, at 1 P.M. connecting
being made at Honolulu with Steamers from
Honolulu.

The Steamer "GALICIA" will be dis-
patched for SAN FRANCISCO, AMOY, NAGASAKI, KOBE, INLAND
SEA, and YOKOHAMA, on TUESDAY, Sept. 11,
the 11th September, at 1 P.M. Connecting
being made at Honolulu with Steamers from
Honolulu.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN and call at HONO-
LULU, and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japanese
ports, to the United States, via Overland Railways,
to Canada, Mexico, and Panama, and to
various Central and South America, by the
Particulars of the various Busters may be obtained
upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials and their families.

Passengers who have paid full fare, re-
embarking at San Francisco for China or Japan
(or vice versa) within one year, will be allowed
a discount of 10 per cent. This allowance does
not apply to through fares from China and Japan
to Europe.

All PARCEL PACKAGES should be marked to
address in full, and same will be received at the
Company's Office until five P.M. the day previous
to sailing.

For further information as to Parcels and
Freight apply to No. 7 Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th August, 1894.

13

FOR NEW YORK.

THE 100 A. British Ship

"BIDSTON HILL"

will load for the above port and have quick
dispatch.

For Freight, apply to

SLEIJNSSEN & Co.,
Agents.

Hongkong, 20th August, 1894.

13

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY
LIMITED.

FOU NAGASAKI AND KOBE.

THE Steamer

"CHIANGSHA."

Captain William will be despatched to-day
the 11th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 9th September, 1894.

13

OCEAN STEAMSHIP COMPANY.

FOR SANAKAN AND KUDAT.

(Taking Charge of passage for SULU, MERAD
and GOROKO).

THE Co. Company's Steamer

"MEUNON."

Captain William will be despatched as above.

For Freight or Passage, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 9th September, 1894.

13

FOR SINGAPORE, HABIBI, AND
HAMBURG.

(Calling at NAMES for finding Passengers if
no names are given to the contrary).

Taking Charge of passage to Asturias,
Amsterdam, Rotterdam, Lisbon, Oporto,
London, Liverpool, and Bremen.)

THE Co. Company's Steamer

"MANILA."

Captain William will be despatched as above.

For Freight or Passage, apply to

SLEIJNSSEN & Co.,
Agents.

Hongkong, 9th September, 1894.

13

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"EVANIA."

Congress of Names for finding Passengers if
no names are given to the contrary).

Taking Charge of passage to Asturias,
Amsterdam, Rotterdam, Lisbon, Oporto,
London, Liverpool, and Bremen.)

THE Co. Company's Steamer

"MANILA."

Captain William will be despatched as above.

For Freight or Passage, apply to

SLEIJNSSEN & Co.,
Agents.

Hongkong, 9th September, 1894.

13

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"EVANIA."

Congress of Names for finding Passengers if
no names are given to the contrary).

Taking Charge of passage to Asturias,
Amsterdam, Rotterdam, Lisbon, Oporto,
London, Liverpool, and Bremen.)

THE Co. Company's Steamer

"MANILA."

Captain William will be despatched as above.

For Freight or Passage, apply to

SLEIJNSSEN & Co.,
Agents.

Hongkong, 9th September, 1894.

13

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"EVANIA."

Congress of Names for finding Passengers if
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Taking Charge of passage to Asturias,
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THE Co. Company's Steamer

"MANILA."

Captain William will be despatched as above.

For Freight or Passage, apply to

SLEIJNSSEN & Co.,
Agents.

Hongkong, 9th September, 1894.

13

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"EVANIA."